

NEW BEDFORD'S HISTORY



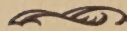
NEW BEDFORD'S HISTORY



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Foreword



During the nearly two hundred years of its existence, as a separate entity, New Bedford has met and survived many severe blows to its economic well being. In each instance the city has risen, Phoenix like, from the ashes of near financial ruin to reach greater heights with a new, more vigorous economy.

EARLY HISTORY

Legend has it that the Norsemen entered Buzzards Bay in the year 1007 and remained in this vicinity about eight years. These adventurers, who came from Greenland, called the "Bay" Straumfiord (Bay of Currents).

Then in 1602 a party of Englishmen, led by Bartholomew Gosnold, landed on Cuttyhunk Island where they built a fort and storehouse. During that same year, in the course of their explorations, they landed at "Smoking Rocks" in what is now New Bedford.

A half century later a group of 36 Plymouth settlers bought from Massasoit "a tract of land known as Accushena, or Aquset, the bounds of which tract fully extend three miles to the eastward of the most easterly part of the river or bay Accushenah aforesaid, and so along the seaside to the river called Cookset lying on the west side of Point Pirril, and to the westernmost side of any branch of the aforesaid river, and extending eight miles into the woods". The territory was named Dartmouth in 1664 when the whole tract was legally made a township and sent a representative (John Russell) to the general court in Plymouth. Dartmouth included Coakset (Westport), Ponaganset (Dartmouth), Sconticut (Fairhaven) and Cushena, meaning as far as the river, (New Bedford).

Though the history of the four sections are closely interwoven, Cushena (Acushnet) grew far more rapidly due to its position near the river of the same name, which led into a sheltered bay. Most of the settlers, who were farmers and fishermen, no doubt came here so they might adopt their own customs and conduct their own affairs more or less independent of the controlling government at Plymouth.

It was not until the early 1700's that Cushena really began to be settled. In 1711 Joseph Russell, Sr. and Joseph Jr. moved from Ponaganset to Cushena. The son of the

latter, also named Joseph, who was born October 8th, 1719, is considered as the actual founder of New Bedford. As the village grew, farming and fishing became the principal occupations of the inhabitants. The farms in those days extended from the banks of the river back to the swamps that mark the western boundary of the city today. Even as early as 1755 three whaling sloops and a "try-house" were in use.

It was not until 1760 that there were any real indications of the future commercial and industrial life of the village. In that year John Loudon, a ship builder, came to town and bought the first lot sold in what is now New Bedford. He was quickly followed by Benjamin Tucker, a boatbuilder; John Alden, a house carpenter; Elnathan Sampson, a blacksmith; Barzillai Myric, a ship carpenter, and Gideon Mosher, a mechanic. These men were the pioneers of the town's early industries.

In 1765 Joseph Rotch came from Nantucket, where he had been very successful in the whaling industry. The vigor with which he pursued the business was a great factor in the growth and prosperity of the village.

The first ship, the DARTMOUTH, was built in 1767 and by 1775 there were between 40 and 50 ships of various kinds; a few were merchant ships but the great majority were engaged in whaling.

Fate in the form of differences between the mother country, England, and the colonies interrupted the steady progress of the village. There occurred the "Boston Tea Party" with its destruction of the tea cargoes of three ships, the DARTMOUTH, the BEAVER, and the ELEANOR, all whaleships that had returned from England with cargoes of tea. Then came the Revolutionary War with its almost total destruction of the whaling fleet.

Although most of the inhabitants, being Quakers, did not approve of violence many privateers were fitted out and brought their prizes to this harbor. This PORT had, from the very beginning of the war, been noted as a rendezvous for privateers. As early as May 1775, only

a few weeks after Lexington, the British cruiser FALCON captured three vessels in the bay. A schooner was fitted-out in New Bedford and recaptured two of the vessels. The damage inflicted upon the English commerce by the whalemén caused a great deal of resentment.

In retaliation Major-General Grey, carrying out the orders of Sir Henry Clinton, raided the village September 5th, 1775. Between 4,000 and 5,000 troops landed at Clark's Cove, to avoid passing the fort which guarded the Acushnet River, and marched up County Road (County Street) to the village where they began a methodical destruction. In all seventy shops, twenty-six store-houses and two rope-walks were put to the torch, for a loss of nearly \$500,000. Four men were killed and sixteen were carried off as prisoners.

THE TOWN OF NEW BEDFORD — 1787

With the end of the war the growth of the village, in spite of its tremendous losses, was very rapid and it was soon ready to become an independent community. By an act of the State Legislature, New Bedford was incorporated as a town February 23, 1787. The town, which added the prefix New to distinguish it from another Bedford in the state, included not only the present territory but also that of Acushnet and Fairhaven.

The first town meeting elected three selectmen, a town clerk, treasurer, assessors, surveyors of lumber, inspector of fish, constable and collector, tithing men, fence viewers, cullers of staves, and hog reeves. The treasurer was instructed to wait until sufficient money came into the town treasury and then to purchase a "rheim" of paper for the purpose of making books for the records and accounts.

On July 19th, 1787 the three assessors: Joseph Taber, Thomas Kempton and Barthom Akin ordered the town constable, Gambier Bryant, to collect the real and poll taxes for the year. Of this money, £210. 9s was to go to the state treasurer and the remainder £23. 2s. 5¾d was to go to the town treasurer, John Pickens.

As the recovery from the effects of the war began to move at a faster pace the old fashioned customs were out of keeping with the town's ambitions and various innovations were made. A post office was opened January 1st, 1794, several post routes were established and with the start of a regular stage to Boston, by William Kenshaw, the inhabitants could go to that city and return in the same week, the mileage or fare three pence or six cents per mile. The town merchants, by subscription, had a lighthouse erected on Clark's Point in 1797. The following year it was destroyed by fire. The structure was replaced, again by subscription of the merchants, in 1799; the next year the lighthouse was turned over to the government.

In the middle 1790's began New Bedford's bridge "troubles" that were destined to plague the residents for a century. In 1796 an attempt was made to have a bridge built "north of Palmer's Island" connecting the two parts of the town. After a few years of bickering a toll bridge was finally erected in late 1799. The tolls were so high and the method of figuring was so complicated that it was hardly possible for the average man to take his family across the river. In 1805 a "great tide" washed the bridge away. A new structure was erected in 1807, this was in turn destroyed by the great gale of 1815. A third bridge was completed in 1819 and this in turn was partly demolished in the gale of September 1869. The two towns (Fairhaven had separated from New Bedford in 1812) purchased the remains and bridge rights for \$21,000 and the structure was rebuilt and made free of tolls, being completed in 1870. Construction on the present bridge was begun in 1896 and it was opened in 1902.

The economy of the town suffered another severe setback in 1812 with the outbreak of the second war with England. Once again the town's commerce was wiped out when its ships were either captured or driven from the seas. At the conclusion of the struggle the whaling industry revived quickly and began its steady advance,

which was to have such a lasting effect on the future growth and prosperity of the region.

Improvements in the town kept pace with the increasing prosperity. In 1831 the main streets were lighted with "panthorns" and the next year the town began to lay flagged sidewalks. In 1838 part of Water Street was paved and by the end of the year there were thirty miles of streets, twenty of which were graded, curbed and the sidewalks flagged.

By this time New Bedford's whaling industry was greater than was that of Nantucket and the town became the greatest whaling port in the world. The town continued to grow, expanding in all directions of civic and social life as well as industrially and was ready to take its place as a city.

THE CITY OF NEW BEDFORD — 1847

On March 18, 1847, an election was held to decide on the acceptance of an "Act to Establish the City of New Bedford." The resulting vote: for, 1,150; against, 814. On April 28th of that year the city government was organized with its affairs entrusted to: a mayor, common council consisting of four from each of the six wards and a board of Aldermen composed of one representative from each ward. The relationship of the mayor and these two bodies had the same relationship to one another as that between the president and the two houses of congress. Various other departments were set up to carry on the necessary functions of the city government.

Some of those who guided the city that first year and their salaries:

Mayor — Abraham H. Howland — \$600 — for 9 months.

Treasurer and Collector — Henry H. Crapo — \$1200.

City Clerk — Isaac M. Richardson — \$400.

Marshall and dog register — Timothy Ingraham — \$675.

Assistant Marshall and Sealer of coal baskets —
Wm. O. Russell — \$225.

Messenger — James Harper — \$200.

Superintendent of Streets — Calim Staples — \$500.

There were also constables, overseers of the poor, school committee, fire wards, superintendent of street lamps, board officer, superintendent of burial grounds, sealer of weights and measures, surveyors of lumber, shingles and clapboards, pound keeper, fence viewers, field drivers and a city weigher.

The whaling industry continued to expand very rapidly and by 1857, the year the greatest number of vessels engaged in the business, New Bedford owned half the whaleships in the country, and half the remainder came from within twenty miles of the city. Thus it was that nearly three quarters of all whaleships were outfitted and brought their catches to this city. At the height of whaling the total value of the catches amounted to about thirteen million dollars a year. The wealth derived from whaling and its allied industries was so great that the city was not only pre-eminent in that field, but also was a leader in per capita wealth. Among the names closely connected with the industry, we find the Russells, the Rotches, the Wings, Delanos, Swifts, the Knowles, Seaburys, Morgans, Jonathan Bourne (the largest individual owner of whaleships) and Edward Mott Robinson, to name but a few.

After the "Golden Years," which ended about 1860, the industry started a steady decline. Several factors contributed to this decline, the discovery of petroleum in Pennsylvania was no doubt the principal reason. The displacement of whale oil by petroleum was slow due to the inability to refine the coal oil, as it was called. Here again the ingenuity and perseverance of the city's inhabitants were exemplified. The process for refining petroleum was perfected in a little building on Fish Island right here in New Bedford.

The Civil War with its destruction of fifty whalers by the Confederate Raiders, Alabama, Florida, Georgia and Shenandoah, along with the forty-one ships used to block the harbors of Savannah and Charleston, greatly reduced the size of the whaling fleet.

Several natural disasters also contributed to the decline; in 1871, thirty-three ships were lost in the ice off Point Barrow and lesser numbers were lost to the crushing ice in 1876, '88 and '97. The industry declined steadily until it came to a final end with the return of the schooner JOHN R. MANTA, from the last whaling voyage, August 20, 1925.

While whaling, during the first one hundred years of her history, was the main source of her wealth; progress was made in the development of other industries. Whaling had naturally attracted industries such as shipbuilders, riggers, boatbuilders, shipsmiths, coopers, etc., and all the principal whaling merchants had their own oil and candle factories. Thus from the beginning there was a great diversity of industry, a condition that produced an adaptability among the inhabitants that enabled them and those that followed to turn to other fields as necessity or opportunity demanded.

INDUSTRIAL DEVELOPMENT

As early as 1700 there were "fulling" mills (weaving), which manufactured woolen cloth, in Dartmouth, the motive power being furnished by the waterwheels on the various streams and brooks. Shortly after 1800 cotton manufacturing began in the town of New Bedford. A deed of transfer, dated November 27, 1811 by William White, 2nd, conveys a parcel of land, "Where-on is now erected a cotton factory including cotton machinery." This was on the upper Acushnet River. The stone building which remains was erected in 1814.

Other industries sprang up; carriage manufacturing began shortly after the War of 1812, pioneered by Ayres Marsh and Augustus Brownell. The first steam engine

used in manufacturing was used by Joseph Taber, a pump and block maker, in 1838. The New Bedford Cordage Co. began in 1842, the New Bedford Iron Foundry in 1847, as was the Tabor Art Company to name a few of this period.

With the coming of steam power a new era in manufacturing was begun. During the early 1840's Thomas Bennett, Jr., a young man from Fairhaven who was employed in a Southern cotton mill, decided he wanted to head his own business. New Bedford, the city of great wealth, was the logical place to seek financial backing. He succeeded in obtaining the necessary funds and on April 8th, 1846 the state legislature granted a charter to the new corporation. Thus it was that the Wamsutta cotton mill was established during the very time that the chief thought of the city was the outfitting of ships and the taking of whales. The construction on the first building began in 1847 and the first cloth was produced in January 1849. Once started the Wamsutta grew rapidly and in 1870 the mill installed the largest stationary steam engine in the world.

From this early beginning the industry's growth was steady, new plants were built and by 1896 there were 35, and by 1916 there were 67. Once again New Bedford became the leader, this time in the manufacture of fine cotton goods. This position was retained into the late 1920's when the introduction of synthetic fibers, among other causes, brought about the decline of the city's largest industry.

During these same years there was great progress in other lines of endeavor. Among the industries that came into being during the second half of the 1800's, we find the Morst Twist Drill in 1864; the New Bedford Copper Co., 1860; the Hathaway Soule and Co. in 1865; in 1853 the New Bedford Gas Co., in 1888 the Gas Company absorbed the New Bedford Electric Co., and in 1890 the Gas Co. united with the Edison Electric Light Co. under the name New Bedford Gas and Edison Light Company; W.

S. Hill Electric Co., which manufactured electrical supplies, in 1896.

From the earliest times fishing naturally has been one of the important occupations followed by the inhabitants of the region. Often overshadowed by the larger industry of whaling is the fact that those engaged in fishing have prospered, though not on the same scale as their whaling neighbors. The growth of the fishing industry has closely paralleled the progress of the city until today, the wheel of fortune has seemingly made a complete revolution. The city which was nurtured by products of the sea has returned to the sea for one of its largest present day industries, fishing.

The industry by discovering newer and more efficient methods of handling and merchandising their product, along with vigorous advertising, has made the name of New Bedford world-famous once again.

At the present time nearly two hundred boats outfit, sail and land their catches in this city, making New Bedford the third largest port in dollar value of its fish landings. Once again New Bedford has assumed world leadership, this time in the scallop industry, handling 90% of all scallops taken from the sea. It is a strange coincidence that the harvest reaped from the sea a century ago in whaling, and the harvest reaped today in fishing, both have approximately the same value, \$13,000,000.

DIVERSIFICATION — 1900

Never content to rest on past laurels the city continued to attract new industries, pioneering in some and improving on others. Telephones under what might be called the Bell System were introduced in the city in 1881 with seven subscribers. Around the beginning of the twentieth century the Automatic Telephone Company opened. This company had a dial system, which was the actual forerunner of today's dial phones. In the 1920's the Automatic Co. was absorbed by the present Bell Sys-

tem in order that the latter company might obtain the formers patents.

Among the many industries, we find the Acush-net Process Co., makers of molded rubber products, golf balls, etc.; Aerovox Corp., radio condensers and capacitors; Berkshire-Hathaway Mfg. Co., nylon and cotton cloth; Continental Screw Co., holtite screws, bolts and nuts; Cornell-Dubilier Electric Co., electrical capacitors; Good-year Tire and Rubber Co., special rubber goods; Lambeth Rope Corp., cotton rope, textile bandings; New Bedford Defense Products, metals (artillery shells); Omega Aircraft Corp., helicopters; Quaker Oats Co., cat food; and many plants engaged in the needle trades.

The diversity of products and services obtainable in New Bedford is far greater than most people can conceive. Today there are in the city upwards of 500 industrial concerns.

BANKS

Where ever there is any great amount of commercial activity it becomes necessary to have a means to handle the financial affairs of industry. The early banks of the city were affiliated with insurance companies as a form of investment.

The first, the Bedford Bank, was an affiliate of the Bedford Marine Insurance Company and came into being in 1803. The War of 1812 paralyzed all business and the bank liquidated, paying off all its depositors. This bank reopened in 1816 under the name of Bedford Commercial Bank and existed as a state bank until 1864, when it was forced, as were other state banks, to reorganize under the National Bank System. In 1898 this bank liquidated paying off 100 cents on a dollar.

The Merchants Bank, an affiliate of the Merchants Insurance Company, began in 1825.

The Mechanic's Bank received its Federal Charter in June, 1864 after having been a state bank since 1831.

The Marine Bank, later the First National, (now The First Safe Deposit National Bank) started in April 3, 1832.

Citizens Bank was organized in 1875.

The New Bedford Institution for Savings was established in 1825, nine years after the first savings bank in the country was opened in Boston.

New Bedford Five Cents Savings Bank, May 5, 1855.

New Bedford Cooperative Bank, 1881.

New Bedford Safe Deposit and Trust Company, 1887.

New Bedford Morris Plan Bank, March 1916.

Luzo Corporation of America in December of 1919.

Through the years some of these banks have consolidated, but during all the banking history from 1803 there has never been a bank failure by a New Bedford Bank.

After operating under the City Charter of 1847 for ninety years it was found that the city government had become a little cumbersome with its innumerable commissions, committees and departments. In 1939 the city began operating under a new charter called PLAN B. The new charter provided for biennial elections of the mayor and eleven councilmen; one from each of the six wards and five at large. Provisions also included run-off primaries previous to the elections. The two candidates receiving the highest number of votes in the primary have their names on the ballot at the election. If one candidate received the votes of more than 50% of the registered voters in the primary he is elected to the office automatically. Under this new plan much of the duplication in the departments was eliminated.

Why has such a small segment of this great world, as is the city of New Bedford, so aptly lived up to its motto, *Lucem Diffundo*, "we light the way," both literally and figuratively?

It does not boast of a great area of vast rolling fields of tilled land. It is but a comparatively small area that lies

on the western shore of the Acushnet River, at the head of Buzzards Bay. Its length is 10.71 miles, its average width is 1.86 miles and its area but a scant 19.39 square miles.

Nature, as though to recompense the locality for its lack of rich farm lands, provided the means by which the city's great industries could prosper.

The river at her door flows south and the prevailing winds are westerly; the two together provided the means by which the great fleets of whaleships could enter or leave the well protected harbor.

The humidity of the region, due to the city's proximity to the sea and Gulf Stream, as well as its protected position from strong winds, provided the best natural conditions for the manufacture of fine cotton goods.

It simply remained for man to discover and take advantage of nature's gifts. How well the inhabitants met the challenge is a living history of dogged determination.

The versatility of the inhabitants has been demonstrated repeatedly by their ability to shift from one major industry to another entirely different and "show the way" once again.

New Bedford has never been content to rest on past laurels but is constantly striving to press forward. The inhabitants, as did so many in years gone by, have given of their wealth to further the future progress of the city. Over a half-million dollars was pledged to buy and build an industrial park to attract new industries. The waterfront is being developed with an eye to increasing the fishing and allied industries.

The most important factor in the well being of any locality is the inhabitants that go into the make up of the community. Although the majority of the original settlers were Quakers of English extraction, the population was not too long in assuming a cosmopolitan character with the influx of many nationalities. The vast

opportunities presented by the ever growing city, whose fame was world wide, was the attraction that drew the peoples of many lands. As the newcomers took their places in the land of opportunity they retained many of their native customs and characteristics.

The Portuguese, especially those from the Azores and the Cape de Verde Islands, being from a seafaring nation, naturally gravitated to the waterfront and whaling. The English went into the cotton mills. Then there are the French, Germans, Italians, Scandinavians and Jews; in fact there is not a nation or religion in the world that is not well represented within the city.

SCHOOLS

The education of the younger generation was not overlooked in the growing community. The first town meeting voted "that there be one person employed as town school master" and the selectmen continued to appoint the school master for eleven years. A peculiar provision in these early days required the schools be dismissed whenever punishment was to be administered at the whipping post, so the scholars "might profit by witnessing the consequences of wrong doing."

In 1798 a committee was appointed to "inquire into the number of poor children who must be sent to school at the expense of the town." This system of free schools only for the poor continued until 1821 when money was appropriated to build a school. The new school which was on High Street was opened April 23, 1823, the total cost \$3,545.50.

In 1827 the town established a high school which began with twenty-two pupils. The popularity of this school caused so much jealousy among those unable to attend, even after the enrollment limit was raised to 40, that the school was closed two years later.

The state law of 1836 made high schools mandatory in communities the size of New Bedford and the high school was re-established in June of 1837.

With the incorporation of the city in March of 1847 a new era in the advancement of education began. Two evening schools for adults were opened in December of 1848; one for males with 124 pupils and one for females with 154 pupils. Three public kindergartens were opened in 1897. By that same year there were also seven parochial and eight private schools, the oldest of the latter was The Friends Academy established in 1810.

The Swain Free School was opened in October of 1882 for the purpose of providing courses of instruction in the arts. Money to establish the school was provided in the will of William W. Swain.

The New Bedford Textile School was established in 1899 for the purpose of "providing instruction in the theory and practice of the arts of textile and kindred industries."

The acts of the state legislature of 1906 and 1908 provided that "an industrial school be established and maintained for instruction in the agriculture, domestic and mechanical arts." It also made provisions for evening schools for those employed during the day. Thus was the Vocational School established in October of 1908.

The schools have kept pace with modern methods in education installing each new innovation as soon as possible. Today the well-rounded school system consists of thirty-four schools covering all phases of education from kindergarten through high school.

There are also twelve parochial schools from kindergarten through high school.

LIBRARY

Even though New Bedford was a community principally devoted to business the inhabitants realized there was more to life than the accumulation of wealth. Early in her history efforts were made to assist the intellectual development of the citizens.

Shortly after the village became a town a small building was erected on a corner of the "old homestead

orchard," which was part of the William J. Rotch estate. This project, which was the work of Abraham Russells oldest son, was given the name of FEDERAL HALL. Several of the young men "pooled" their books and for several years the "Hall" was used as a circulating library by the youth of the city.

In 1799 the ENCYCLOPEDIA SOCIETY was formed by 36 people who took shares, at \$4.50 each, in a set of Dobson's Encyclopedias. This set formed the base of the society's collection, but the craving for literature could not be entirely satisfied with the disconnected material of an encyclopedia.

In 1803 the BEDFORD SOCIAL LIBRARY was formed through the efforts of William Howland Allen and many of the most prominent citizens added their names to the subscription list. This group, the Social Library, occupied quarters in the building at 26 Union Street.

About 1810 the encyclopedias were added to the Social Library, as were a number of very valuable volumes gathered by William A. Wall. The entire collection was known and later incorporated as the NEW BEDFORD SOCIAL LIBRARY.

An act to authorize cities and towns to establish and maintain public libraries was passed by the General Court of Massachusetts, May 24, 1851.

On July 20th, 1852 the city council appropriated \$1,500 for the purpose of establishing a public library. The present library system dates from that time.

The Social Library sold its collection of 6,000 books to the new Public Library and the free loan of books commenced on March 3rd, 1853 from quarters in the Perkins Building at 139 Union Street just below Purchase. Thus the first Public Library in the state was inaugurated. These quarters soon proved inadequate and the city constructed a brick building at the corner of William and Pleasant Streets, opposite the then city hall. The second floor of this building was for the use of the library, the first floor being used for city offices. The increase in

the number of users of the facilities was so great, even after the building was enlarged in 1886, that the need of a new building became urgent.

The library building as we know it today is the result of two fortunate incidents. In 1837 the Federal Government distributed to the cities and towns its surplus revenue. New Bedford's share was \$48,000. This, and \$12,000 in the city treasury was used to purchase a lot and erect a town hall and market place. The building was constructed of native granite obtained from around New Bedford and Fall River. The two fluted Doric columns were hauled from the quarry in Fall River to this city by twenty team of oxen.

A fire which occurred in December of 1906 proved to be a blessing in disguise. The building was remodeled, and in 1910 was occupied by the library. The expanded facilities enabled the library to expand its services to the community far beyond the rosiest dreams of the founding fathers.

During the more than a hundred years of its existence the NEW BEDFORD FREE PUBLIC LIBRARY has had but five librarians.

Robert C. Ingraham (1852—1901) whose devotion to his work and whose foresight made the library distinguished among the great libraries of the country.

George H. Tripp (1901—1938) who carried on the features inaugurated by his predecessor as well as greatly enlarging the scope of the library's work.

Harland A. Carpenter (1938—1941).

William T. O'Rourke (1941—1948).

Laurence G. Hill (1948—).

Through the years the library would never have been able to provide as great a degree of service without the gifts of such generous people as: George Howland, Jr., who donated two years salary as mayor; Sylvia Ann Howland, \$100,000; Mrs. Sarah E. Potter, \$250,000; of more

recent date, Sylvia A. H. G. Wilks, \$1,219,000, and many others.

The availability of these funds has enabled the library to keep abreast of the modern trends, and to continually incorporate new services. In 1954 a bookmobile was added to bring books nearer to the citizens, in 1958 the WILKS BRANCH was opened in the north end at Brooklawn Park and at the present time there is under construction the FRANCIS J. LAWLER BRANCH LIBRARY in the West End, at Buttonwood Park, all at no cost to the taxpayers.

During the town's growth various literary societies were formed. The first of which there is a record was the DIALECTIC SOCIETY founded in 1812. This was supplanted by the LYCEUM, December 8th, 1828 making it one of the oldest institutions of its kind in the country. The Lyceum program included lectures on chemistry or other scientific subjects and sometimes an occasional debate. At the meetings were teachers such as Emerson, Parker, Beecher, and many others.

In 1845 THE BLUES, a literary and social organization was formed and existed until 1905. The Blues met regularly but their meetings seemed to be more social than literary.

NEWSPAPERS

Newspapers became a product of New Bedford's economy early in its history. The growth of the whaling industry as well as other lines of business led to the founding of the first newspaper, THE MEDLEY or NEW BEDFORD MARINE JOURNAL, November 27th, 1792. The paper was edited and printed by John Spooner, "at his office near Rotch's Wharf." In the first issue the editor editorially established the policy which has been the credo of those that followed, when he wrote that he hoped, "his exertions would tend to scatter rays of knowledge, of morality, and of refinement among the people." Abraham Shearman, who had established the COLUMBIAN COURIER in 1798 bought the MEDLEY and for a year published the

two papers simultaneously. The COURIER, whose purpose was among other things "to convey authentic intelligence", lasted until 1805.

The New Bedford MERCURY, a weekly, was first published August 7th, 1807 by Benjamin Landsey. Editorially it stated, "It is our wish and intention to publish a useful and, as far as our resources will permit, an entertaining journal, embracing all those subjects which properly fall within its scope — thus doing, we shall, 'Nothing extenuate, nor set down aught in malice'." In 1831 the paper became the DAILY MERCURY and later as the MORNING MERCURY continued publishing until 1942.

By 1840 the whaling industry reached such proportions that Benjamin Lindsey began the publication of the WHALEMAN'S SHIPPING LIST AND MERCHANTS' TRANSCRIPT. This paper, devoted almost entirely to the whaling industry, continued without interruption until 1914.

The EVENING STANDARD and its companion paper the REPUBLICAN STANDARD, a weekly publication, were started in 1850 by E. Anthony. The NEW BEDFORD TIMES was established in 1902 as an evening paper. In 1933 the TIMES was taken over by the Anthony interests and the papers were published under the name of THE STANDARD-TIMES. The vigorous editorial policy of this paper not only has exerted a great influence locally but also has made itself felt nationally.

The DIARIO DE NOTICIAS, a Portuguese language paper started publishing in 1919.

In the past upwards of fifty publications of various kinds and purposes have appeared from time to time but their lives with few exceptions have been short and uneventful.

MAYORS OF NEW BEDFORD

ABRAHAM H. HOWLAND — 1847, 1848, 1849, 1850,
1851 — First term — 9 months.

WILLIAM J. ROTCH — 1852.

RODNEY FRENCH — 1853, 1854.

GEORGE HOWLAND, JR. — 1855, 1856.

The first four mayors served from April to April.

GEORGE H. DUNBAR — 1857, 1858 — First term — 9
months.

*The Municipal year was changed to run from January
to January.*

WILLARD NYE — 1859.

ISAAC C. TABER — 1860, 1861, 1862; died in office Sep-
tember 29, 1862.

GEORGE HOWLAND, JR. — 3 months in 1862, 1863, 1864,
1865.

JOHN H. PERRY — 1866, 1867.

ANDREW G. PIERCE — 1868, 1869.

GEORGE L. RICHMOND — 1870, 1871, 1872.

GEORGE H. DUNBAR — 1873.

GEORGE B. RICHMOND — 1874.

ABRAHAM H. HOWLAND, JR. — 1875, 1876.

ALANSON BORDEN — 1877.

GEORGE B. RICHMOND — 1878.

WILLIAM T. SOULE — 1879, 1880.

GEORGE WILSON — 1881, 1882, 1883, 1884.

MORGAN ROTCH — 1885, 1886, 1887, 1888.

WILLIAM CLIFFORD — 1889, 1890.

CHARLES S. ASHLEY — 1891, 1892.

JETHRO C. BROCK — 1893.

STEPHEN ALLEN BROWNELL — 1894.

DAVID PARKER — 1895, 1896.

CHARLES S. ASHLEY — 1897, 1898, 1899, 1900, 1901,
1902, 1903, 1904, 1905.

THOMAS THOMPSON — 1906.

CHARLES S. ASHLEY — 1907.

WILLIAM J. BULLOCK — 1908, 1909.

CHARLES S. ASHLEY — 1910, 1911, 1912, 1913, 1914.

EDWARD R. HATHAWAY — 1915, 1916.

CHARLES S. ASHLEY — 1917, 1918, 1919, 1920, 1921.

WALTER H. B. REMINGTON — 1922, 1923-1924.

The first to serve a two year term.

EDWARD R. HATHAWAY — 1925-1926.

CHARLES S. ASHLEY — 1927-1928, 1929-1930, 1931-
1932, 1933-1934, 1935-1936.

LEO E. J. CARNEY — 1937-1938, 1939-1940.

City Charter changed to plan "B" in 1939.

MATTHEW A. GLYNN — 1941-1942.

ARTHUR N. HARRIMAN — 1943-1945, 1946-1947, 1948-
1949, 1950-1951.

*First term three years to bring elections into odd
years, thus eliminating interference with the national
elections.*

EDWARD C. PEIRCE — 1952-1953.

ARTHUR N. HARRIMAN — 1954-1955.

FRANCIS J. LAWLER — 1956-1957, 1958-1959.

